

AUTOMOBILE NEWS AND GOSSIP

NINTH AUTO TRIP

Cross Country Run Chosen for Last Sunday's Tour.

The ninth of The Times weekly automobile tours which have created so much favorable comment from the auto-touring public, is presented here, with, and, like those of the past, offers many interesting points.

The tour of last Sunday differed somewhat from those made in the past, inasmuch as no particular destination was sought, it being what might be classed as a "cross country run"—and it was a dandy.

A Ford six, 40-horsepower passenger touring car, the same type car that won the great twenty-four-hour endurance race in Detroit, in June last, was the machine used. The party consisted of Charles E. Miller, local representative of the Ford; Mrs. Charles E. Miller, Ralph Z. Miller, Mrs. Spencer, and the representative of The Times.

Good Roads at Start.

The start was made from the Ford agency, 1105-1107 Fourteenth street, at 11 a. m., and continued north on Fourteenth street to Brightwood, and Brightwood north on Brightwood avenue to Silver Springs. One of the most striking features of the start is the good road. Silver Springs was left to the south on the same road, which continued level and compact, being made of bluestone, until the village of Sligo loomed into sight. You are not likely to go through Sligo without notice, for a toll gate is there and the tollkeeper has a word for everybody, especially for autoists. Beyond the toll gate at Sligo a turn was made into the first road on the right, which was about twenty yards from the toll gate and a northeasterly course followed.

First Climb.

Trolley tracks were crossed and the village of Burnt Mills was reached. There was met the first low grade which was not steep, but would be trying on any other than a good car. Such a grade shows the ability of a car, and the Ford had no difficulty going up on high speed. Attention is here directed to some of the natural beauties around Burnt Mills. Rock Creek passes in the rear of the mill, and offers many suggestions for the camera, also a splendid place for cuttings of a day. One of the most striking pictures here is the rock and rushing water effects, which serve to relieve the eye on the twelve miles of running.

Down to Business.

Leaving Burnt Mills the party continued up grade bearing to the left on the main or traveled road for about three miles, which led to Coleville, which village is fifteen miles from Washington. No stop was made at Coleville and, as usual, the visitors aroused much curiosity in the townspeople. About three miles from Coleville, in the same direction, on the same road, was found Brown's cross roads. It was here that the autoists made their first detour and were treated to a refreshing drink of well water, served from an old pump. After a pause of perhaps five minutes they were off again on the same road, in the same direction, bound for Ashton.

Before reaching the last named village, however, they passed Edner post-office, which is exactly one and an eighth miles from Ashton.

Dinner at Ashton.

The watch showed 1 p. m. upon arrival at Ashton and all agreed it was a good time and place for dinner. Abell's, a prominent road house at Ashton, was tried, and the tour was served one of those genuine chicken la Maryland dinners at a moderate charge. Mr. MacDaniel and Dr. Hills, the New York avenue dentists, who were returning from Ridgeville, Md., on their motor cycles, the former riding a Yale-Columbia and the latter a Curtis, also stopped for dinner, while The Times explorers were eating refreshment.

For the benefit of the uninitiated it may be said that the road already described to Ashton is the best route to Baltimore.

At 3 p. m. Ashton was left on the road to the left. This, like previous roads, was all that could be desired, and certainly offered the autoist every temptation to speed.

About one and one-half miles from Ashton came the village of Sandy Springs, thence on to Olney.

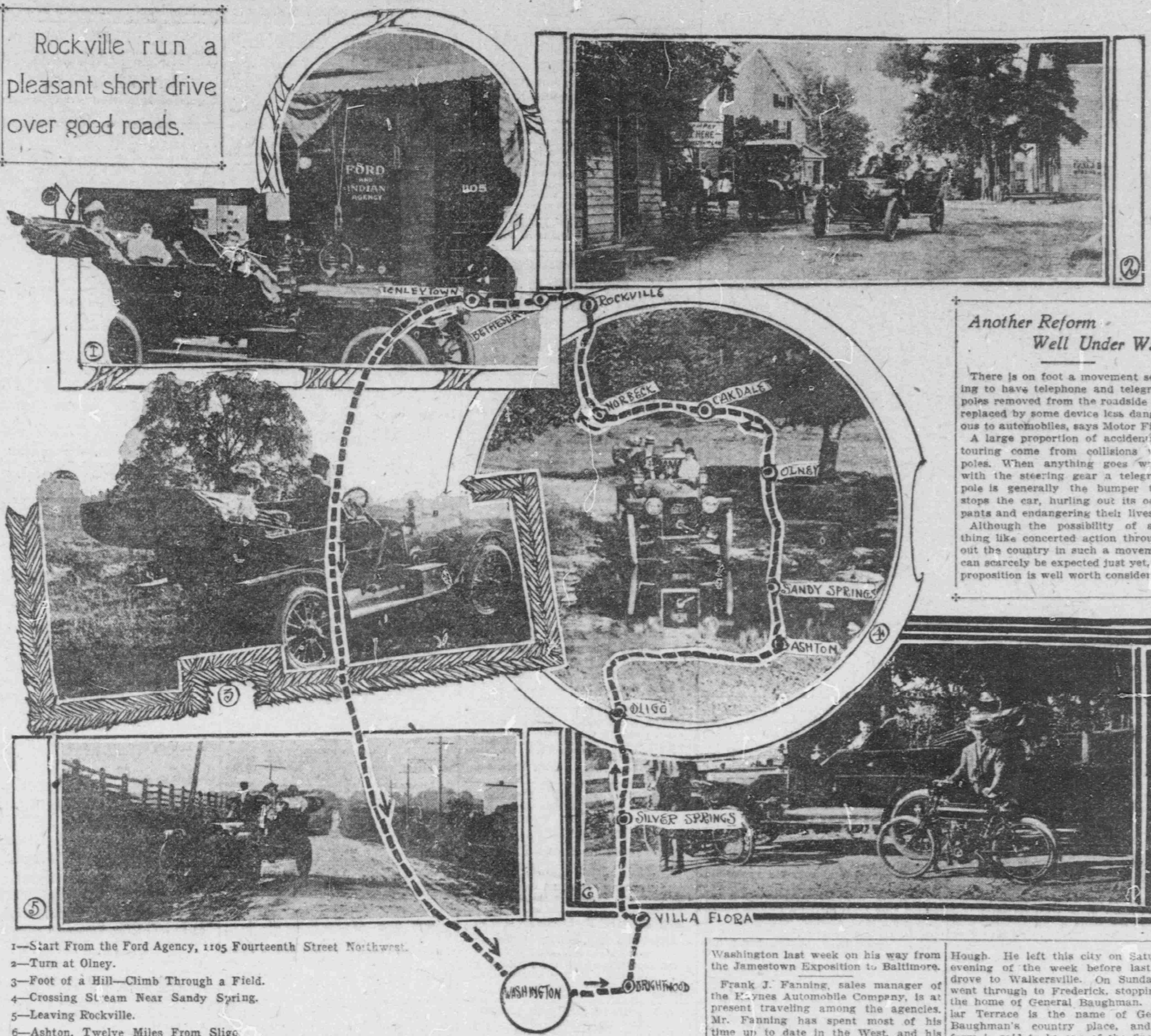
Your attention is here directed to the fork roads at Sandy Springs, the left fork leading to Washington, while the right leads to Olney. Three miles from Sandy Springs, following this road, Seventh street place was met.

Meet Fellow-Travelers.

Here the tourists turned abruptly to the left and went through the toll gate, first paying the fee. The temptations of a photograph could not be resisted here and while posing they were joined by Mr. and Mrs. Newman and family, of Petworth, who were returning from Frederick in their large touring car. After this turn to the left the car was headed for Washington, which, however, was not the next point.

About three miles from Olney came Norbeck. The road bearing to right in Norbeck between the grocery store and blacksmith shop was taken and after five miles, Rockville, the county seat of Montgomery county, was reached. This stretch was the first drive on the trip. It was in fair condition except where torn up for grading and rolling. About one mile of this reconstruction

Rockville run a pleasant short drive over good roads.



was found completed, and it was certainly a pleasure to ride over it—and hard, hard, hard to keep down the speed. On this same road the Ford encountered its first steep grades of the trip, but climbed them with much ease on the high gear. There were two such grades, one about a mile and the other about half a mile from Rockville.

Watch for Trucks!

Rockville was left on the road leading to the Baltimore and Ohio station, which was passed, crossing the railroad tracks a Catholic church and cemetery were passed on the left, going down a slight grade. At the end of the cemetery the route was sharp to the left, where the tracks of the Washington and Rockville electric railway were crossed and then for two and one-half miles to a point where the tracks diverged from the highway. Then it was a straight run to Washington. Or the final stretch Bethesda and Tenleytown were passed, also some of the beautiful suburban homes of Washington's prominent business men.

The city was reached at about 6 p. m. after a most delightful trip covering fifty-one miles of the most beautiful farm lands and home sites to be seen on any short tour out of Washington. This trip is especially recommended if you have ladies along, because of the smooth running.

IMPORTED CARS MAKE GOOD HERE

A bulletin of the Importers' Automobile Salon calls attention to the fact that imported cars are again winning on American race tracks as well as in the foreign road competitions.

The Salon notes that a Darracq car recently won the fifty-mile derby at the Pittsburg meet track and the world's record for stock cars, by making the fifty miles in 28 minutes 40 2-5 seconds. The same car also won the two-mile event at the Pittsburg race. It was driven by Ernest D. Nevins. The recent winning of the twenty-four-hour race at Morris Park track, New York, by the Renault car, in charge of Paul Le Croix and Maurice Bernin, is another feather in the cap of the importers who, it is said, will go largely into track and road races in the near future.

C. R. Mabley, member of the Salon, says that many of the importers were much disappointed at the failure to secure Nassau county, L. I., roads for the international stock car race this fall. A number of them had made preparations to enter and it was believed that the foreign cars stood an excellent chance of winning the event.

APPROPRIATE.

"Now," said Flannigan, after the accident, "we'll have to send some man to break the news gradual to the poor man's wife."

"Send Hannigan," suggested Flannigan. "He's just the man to break the news gradual—he stammers so."—Detroit news.

PERSONALS OF LOCAL AUTOISTS

Lull in Sales and Touring Preceding Fall Rush Season.

The past two weeks and the rest of this month probably constitute the dull period of the year in the automobile world, with the possible exception of the colder winter months.

Touring is practically at a standstill. The vacationers have returned and their cars are in storage awaiting a recuperation of the ante-vacation finances before being overhauled and fitted out for the fall months. The storage capacity of the larger garages is taxed to the limit and several of them are turning down customers daily on this account.

The sales departments are in equally hard lines. For the most part the supply of 1907 models was exhausted a month ago. But few of the Washington agencies are able to promise definite deliveries of 1908 machines and many of the local representatives are away on visits to the main plants in the hope of securing early recognition when shipments of the new cars begin.

About the only signs of activity among the gasoline clientele are among the motor cyclists. The newly organized Columbia Club has made definite arrangements for regular Sunday tours and its membership, increasing from week to week, now numbers nearly

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thirty. The sales of the cycles are also looking up, all of the larger dealers in this line having one or more buyers during the past week.

E. R. Alexander, who has been touring Europe in his 1907 model Locomobile, suited for America last week.

The Luttrell Company reports the following sales: Type K, 1908, Locomobile touring car, to Edward Simpson, U. S. N., and a Babcock Victoria Electric, to Miss E. Portner.

Judge R. I. Shulz drove from New York to Washington last week in a time runabout. The run was made without accident, and in good time.

J. F. Moulton was the purchaser of a Reading-Standard motor cycle, from T. N. Mudd, Jr., of New York avenue, last week. The cycle is a 3-horsepower, mechanical valve machine, the only type of motor cycle having this attachment. Mr. Moulton is a resident of Friendship Heights, and expects to use the machine between that place and downtown.

The Pope Agency, of Fourteenth street, announces two sales: An auto car, bought by B. F. Pilson, whose office is in the Munsey Building, and to Bates Warren, a well-known business man of this city, a Pope-Waverly Victoria.

Harry Wardman returned last week after a run through Pennsylvania and New Jersey. Atlantic City and Asbury Park were two of the principal stopping places, and some time was also spent at Cape May. The tour, which Mr. Wardman considers highly successful, was made in a Pope-Toledo. The roads were uniformly good and no accidents occurred.

H. M. Cake, of Pennsylvania, who has been touring the South, passed through

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Bellefontaine Automobile Company, Bellefontaine, Ohio.

Washington last week on his way from the Jamestown Exposition to Baltimore.

Frank J. Fanning, sales manager of the E. Vines Automobile Company, is at present traveling among the agencies. Mr. Fanning has spent most of his time up to date in the West, and his observation leads him to believe that the sale of good cars is decidedly on the increase. His expectations to be in the East in a short time, and will include Washington in his itinerary.

W. Ingalls left Tuesday for Frederick, Md., in a Stanley touring car. He will stop over at Hagerstown, and will probably drive through to Winchester after leaving Frederick.

The Dewey Garage Auto Exchange opens tomorrow with fourteen cars on the trade list. A salesroom for second-hand cars has been added to the garage proper, and both businesses will be carried on under the same roof.

The Dewey, which opened but a short time ago, has extended its activities rapidly. Starting as a repair station, it soon acquired storage facilities, later secured the agency for the Dragon car, and now is the pioneer in the handling of second-hand machines.

Henry Lehman, with his wife, daughter, and F. G. Berens, returned recently from a 300-mile trip through Virginia and western Maryland. Leaving Washington, he made a straight run to Frederick, and from there to Harpers Ferry. Two days were spent in fishing at Millville, before moving on to Leesburg. Charles Town and Bolivar Heights were also stopover points. Mr. Lehman states that the roads between Leesburg and Harpers Ferry are the best for automobile driving in this vicinity. The whole trip, he says, is a delightful one, with excellent roadways and frequent chances for accommodation. A Dragon car was used.

Another Washingtonian who frequently runs to western Maryland is Royce

Another Reform Well Under Way

There is on foot a movement seeking to have telephone and telegraph poles removed from the roadside and replaced by some device less dangerous to automobiles, says Motor Field. A large proportion of accidents in touring come from collisions with poles. When anything goes wrong with the steering gear a telegraph pole is generally the bumper that stops the car, hurling out its occupants and endangering their lives. Although the possibility of anything like concerted action throughout the country in such a movement can scarcely be expected just yet, the proposition is well worth considering.

Denied License For Speeding In New Jersey

Senator Debarred From Running Machine in Mosquito State.

TRENTON, N. J., Sept. 21.—Senator James B. McNichol, of Philadelphia, is still debarred from running his automobile over the roads of New Jersey. If he should insist on so doing he and his chauffeur would each be liable to a \$500 fine and sixty days' imprisonment for the first offense and double the penalty for each subsequent offense. The case is of interest to every automobilist who drives his car in New Jersey.

Counsel for Senator McNichol appealed from the decision of the commissioner and a hearing on reinstatement was fixed for Thursday. The senator came to Trenton with counsel and a number of friends. He made a complete denial of the charge of speeding. He declared that at the time he was held up and arrested by the Ellwood constables he was not going at a rate faster than a mile in five minutes, although the State law allows a speed of a mile in three minutes. He asserted very emphatically that he had never ridden in an automobile at a speed of forty miles an hour.

Commissioner Smith announced that he would reserve his decision until Monday. The commissioner is inclined to take issue with the senator and insists that the revocation of the latter's certificate shall stand. He feels that it is his duty to uphold the action of the police authorities in enforcing all the provisions of the automobile laws.

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